



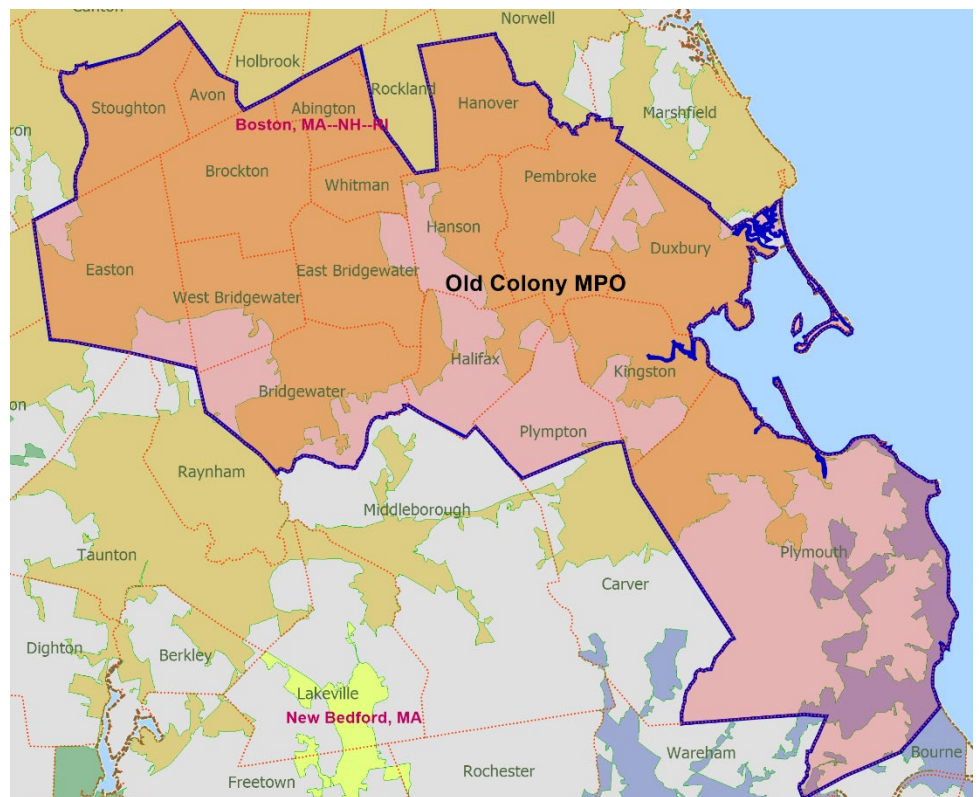
U.S. Department
of Transportation

Transportation Management Area Planning Certification Review

Federal Highway
Administration

Federal Transit
Administration

Old Colony Metropolitan Planning Organization *Boston, MA-NH* *Transportation Management Area*



October 11, 2023

Final Report





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1.0 EXECUTIVE SUMMARY

On July 11, 2023, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the certification review of the transportation planning process for the Boston, MA-NH urbanized area (UZA), as conducted by the Old Colony Metropolitan Planning Organization (OCMPO), Massachusetts Department of Transportation (MassDOT), and the Brockton Area Transit Authority (BAT). FHWA and FTA are required to jointly review and evaluate the transportation planning process for each UZA over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

1.1 Summary of Current Findings

The current review found that the metropolitan transportation planning process as conducted in the Old Colony MPO area of the Boston, MA-NH UZA substantially meets the Federal planning requirements.

As a result of this review, FHWA and FTA are certifying the transportation planning process conducted by OCMPO, MassDOT, and BAT. There are recommendations in this report that warrant close attention and follow-up, as well as areas that the region is performing very well in that are to be commended.

Commendations:

1. **Public Outreach and Involvement:** The OCMPO is commended for continually evaluating the effectiveness of its public outreach strategies, trying different approaches, and adjusting strategies to maximize the impact of its efforts. The MPO's work to target community members through direct staff participation in BAT's regional coordinating council (RCC) meetings is noteworthy for successfully reaching and engaging a diverse representation of the region.
2. **Complete Streets:** The Federal Review Team commends the MPO for developing a comprehensive *High Priority Corridor Study Screening Assessment* for the region that is well defined, data-driven, and brings together complete streets, operations, asset management, resilience, and equity. The assessment includes maps and reports for each municipality that the MPO uses as a tool to engage with community partners to discuss needs and verify findings.



Recommendations:

1. **MPO Organizational Structure:** It is strongly recommended that the MPO complete a regular review and reaffirmation of the MOU every three years, as required in the document, or otherwise adhere to any new review cycle policy that may be developed in an MOU update.
2. **MPO Organizational Structure:** OCMPO should consider opportunities to include members in their Policy Board, JTC, and any other subcommittees that broaden the participation in the planning process and enhance involvement from historically underrepresented groups.
3. **Transportation Improvement Program & Project Selection:** The MPO should revisit and update, as necessary, the TEC as part of their TIP development process.
4. **Public Outreach and Involvement:** The MPO is encouraged to further develop the Measures of Effectiveness report to identify outreach to EJ/Title VI/underserved communities and to identify how the engagement process has affected the implementation of projects.
5. **Civil Rights (Title VI, EJ, LEP, ADA):** The MPO should 1) consider regularly updating a list of contacts from groups that they have identified in the Title VI Plan Annual Report to represent the interests of the EJ and LEP communities, 2) explore methods to strengthen relationships with Community Based Organizations (CBOs) to serve as representatives from EJ populations, 3) consider opportunities to include members in the Policy Board, JTC, and other task groups/subcommittees that are reflective of the demographics of the Region.
6. **Complete Streets:** The MPO is able to illustrate freight facilities, operations, and needs across region, but does not have freight-focused projects on the TIP that would be eligible for NHFP. The MPO should coordinate with MassDOT and freight stakeholders to program projects that would address the region's identified freight needs.
7. **Performance Based Planning and Programming:** The MPO should identify methods to ensure it is meeting its intent to update its regional transit asset management and safety targets once BAT adopts new targets, and the MPO should work to incorporate the data that is used for setting those targets into its own planning processes.



8. **Performance Based Planning and Programming:** The Federal Review Team credits the MPO for setting objectives and measures for region-specific goal areas outside for Federal requirements, but the MPO should strive to document consistent performance metrics across its various planning documents and from year-to-year to better assess its progress to meeting identified needs and goals in the region.



2.0 INTRODUCTION

2.1 Background

Pursuant to United States Code (U.S.C.), specifically the laws under 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), FHWA and FTA must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area (UZA), as defined by the U.S. Census Bureau, with a population of over 200,000. After the 2020 Census, the Secretary of Transportation designated 192 TMAs based on U.S. Census UZAs over 200,000 in population.

In general, the review consists of three primary activities: a site visit, a review of planning products (in advance of and during the site visit), and preparation of a Certification Review Report that summarizes the review and offers findings. The review focuses on compliance with Federal law and regulations, challenges, successes, and experiences of the cooperative relationship among the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FHWA/FTA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. As a result, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of the regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other stewardship and oversight activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the Metropolitan Transportation Plan (MTP), Statewide and Transportation Improvement Program (S/TIP) findings, Air Quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other formal and less formal interactions provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of Certification Review are, in fact, based upon the cumulative review effort.

The review process is individually tailored to focus on topics of significance in each Metropolitan Planning Area (MPA). Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate



FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed, whether or not they relate explicitly to formal “findings” of the review.

2.2 Purpose and Objective

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA, are required to jointly review and evaluate the transportation planning process in all UZAs over 200,000 population to determine if the process meets the Federal planning requirements in the U.S.C. and Code of Federal Regulations (CFR), specifically under 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450. In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), extended the minimum allowable frequency of certification reviews to at least every four years. Such frequency has not changed in subsequent Federal transportation legislation, and the latest Federal law, the Bipartisan Infrastructure Law, signed in 2021, continues this requirement for certification reviews.

The Old Colony MPO (OCMPO) serves a portion of the Boston, MA-NH UZA. MassDOT is the responsible State agency and the Brockton Area Transit Authority (BAT) is the primary public transportation operator serving the region. OCMPO also serves a portion of the Barnstable Town, MA UZA. The Old Colony Planning Council (OCPC) provides transportation planning staff assistance to the MPO. The MPO’s geographic area includes 17 cities and towns with Brockton and Plymouth as the largest population centers and a total population of about 390,000.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in the area. The certification review is also an opportunity to provide assistance on new programs and to enhance the ability of the metropolitan transportation planning process to provide decisionmakers with the knowledge they need to make well-informed capital and operating investment decisions.



3.0 SCOPE AND METHODOLOGY

3.1 Review Process

The last review was completed in 2019-2020. A summary of the status of findings from the previous certification review is provided in [Appendix G: Previous Findings and Disposition](#). This report covers the 2023 review, which consisted of a formal site visit on July 11, 2023, conducted as a hybrid meeting with participants attending both in person and on Zoom, and a public involvement opportunity, conducted virtually on July 18, 2023.

Participants in the review included representatives of FHWA, FTA, MassDOT, BAT, and OCPC. A full list of participants is included in [Appendix A](#).

A review of current documents was completed prior to the site visit. In addition to the formal review, routine oversight mechanisms provide a major source of information upon which to base the certification findings.

The certification review covers the transportation planning process conducted cooperatively by the MPO, State DOT, and public transportation operator. Background information, current status, and key findings are summarized in the body of the report for subject areas identified by FHWA and FTA staff for the on-site review. Any topic not explicitly addressed in this report has been found to be in compliance by FHWA and FTA.

The certification review report is organized around key transportation planning topic areas discussed during the on-site review. Each planning topic section presents the legal and regulatory basis for the review topic area, summarizes the observations of the Federal Review Team, and lists the key findings, if applicable. Findings may include corrective actions, recommendations, or commendations. Corrective actions describe items that do not meet the requirements of the transportation statute and regulations, along with the actions that must be taken to attain compliance. Recommendations identify steps that should be implemented to improve processes and planning products that already meet minimum Federal requirements. Commendations describe processes and products that are considered notable and identified as best practices. For planning topics without any findings, including those topics not included in this report, the Federal Review Team determined that the transportation planning process was consistent with the Federal requirements.



4.0 PROGRAM REVIEW

4.1 MPO Organizational Structure

4.1.1 Regulatory Basis

23 U.S.C. 134(d) and 23 CFR 450.314(a) state the MPO, the State, and the public transportation operator shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator serving the MPA. Per 23 CFR 450.314(a), these written agreements shall include specific provisions for the development of financial plans that support the MTP and the TIP, and the development of the annual listing of obligated projects.

4.1.2 Current Status

The Old Colony MPO is governed by a memorandum of understanding (MOU) which was signed in 2018 by most members of the board at that time. The MPO is composed of eight voting members including two representatives of MassDOT, the administrator of BAT, the president of the Old Colony Planning Council (OCPC) and four municipal seats. Two of the municipal seats are held permanently by the region's largest municipalities, Brockton and Plymouth. Representatives for the other two seats are selected from the remaining communities in the region for two-year terms. That selection process is administered by the OCPC, and one representative is elected to represent towns with populations of less than 15,000 and the second is elected to represent towns with populations greater than 15,000. The MOU includes a provision for the MPO to review and reaffirm the MOU every three years, although such a review has not been completed since it was adopted in 2018. FHWA and FTA are non-voting ex-officio members of the MPO.

In addition to outlining the form and responsibilities of the MPO, the MOU also establishes a Joint Transportation Committee (JTC). The JTC's functions are to advise the MPO on policy and regional transportation documents and "to foster broad and robust participation" in the planning and programming process. The JTC maintains by-laws, most recently updated in 2019, which cover membership, officers, general procedures, and an overview of the planning and decision-making process and requirements. The by-laws provide for the membership being inclusive rather than exclusive; members identified include, but are not limited to, representatives of OCPC and member municipalities, representatives of MassDOT and BAT, and "representatives of public providers of transportation, public and private institutions, and associations including special interest groups appointed by mutual agreement of the Chairperson and OCPC." Current membership includes representatives of MassDOT, BAT,



FHWA, FTA, Brockton Traffic Commission and at least one representative from each municipality. Additionally, there is one “delegate-at-large” who is currently a local resident and employee of WalkMassachusetts. Within OCPC, there is also a Bicycle and Pedestrian Advisory Committee which meets quarterly to discuss issues relevant to bicycle and pedestrian transportation; however, the group does not have a formally established membership or role within the MPO process.

A wide variety of entities have historically participated at JTC meetings, although they are not members. These have included environmental advocacy groups, centers for independent living, representatives of a neighboring regional transit authority, and others. The JTC’s bylaws allow for a broader membership than is currently in place, and there may be value to creating permanent seats on the JTC to include some representatives from interest groups and underrepresented populations. Additionally, when the MPO completes the regular review of its MOU, it could also consider if additional seats, a different structure, or alternative method for designating representatives could potentially result in a body that better represents the full range of the region’s population.

4.1.3 Findings

Recommendation: It is strongly recommended that the MPO complete a regular review and reaffirmation of the MOU every three years, as required in the document, or otherwise adhere to any new review cycle policy that may be developed in an MOU update.

Recommendation: OCMPO should consider opportunities to include members in their Policy Board, JTC, and any other subcommittees that broaden the participation in the planning process and enhance involvement from historically underrepresented groups.

4.2 Travel Forecasting and Data

4.2.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the Metropolitan Transportation Plan (MTP). Among the requirements are that the MTP address at least a 20 year planning horizon and that it includes both long and short range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.



23 CFR 450.324(c) requires the MPO to review and update the MTP at least every four years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

Under 23 CFR 450.324(f), the MTP is required, at a minimum, to consider the following:

1. Projected transportation demand
2. Existing and proposed transportation facilities
3. Operational and management strategies
4. Congestion management process
5. Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
6. Design concept and design scope descriptions of proposed transportation facilities
7. Potential environmental mitigation activities
8. Pedestrian walkway and bicycle transportation facilities
9. Transportation and transit enhancements
10. A financial plan

4.2.2 Current Status

The Old Colony MPO (OCMPO) maintains a regional travel demand model and Synchro & SimTraffic modeling and simulation tools for transportation and operational analyses. OCMPO uses travel demand model to forecast regional travel demand. The activity is described in the FY 2023 Unified Planning Work Program (UPWP) “to forecast transportation needs for the build out, upcoming 20 years in the Old Colony region,” and “the Regional Transportation Model was used as an analytical tool during the development of the LRTP [MTP]. Staff utilized a regional traffic simulation model that encompasses every community in the region.” The UPWP contains various activities on data and data programs (for example Task 2000 - Data Reconnaissance, Acquisition, and Analysis Activities, Task 2100 - Demographic and Land Use Surveillance, Task 2400 - Geographic Information System (GIS)).

The University of Massachusetts Donahue Institute (UMDI) and MassDOT produce socioeconomic forecasts for the MPOs of Massachusetts. OCMPO was provided a regional total in each subcategory of socioeconomic forecasts. The MPO outsourced the work to allocate those regional totals down to traffic analysis zone (TAZ) level. A Land Use Working Group consisting of various local jurisdictions provides guidance on the allocation based on knowledge of recent growth patterns and availability of developable land.

OCMPO modeling staff acknowledges that data availability and accuracy is an on-going challenge for a relatively small modeling group. According to the modeling staff, they strive to



develop, process, and validate the model with possible data resources and in partnership with MassDOT and other private and public entities.

4.2.3 Findings

The transportation planning process in the Old Colony Region is consistent with the federal requirements for this topic area.

4.3 Financial Planning

4.3.1 Regulatory Basis

Financial planning is a systematic approach where a State, MPO, or transit operator manages its financial resources utilizing financial tools to determine how to fund the maintenance and operation of, as well as capital improvements to its transportation system over both the short-term (4-year TIP) and long-term (20-year MTP). The requirements for financial plans are contained in 23 CFR 450.324(f)(11) for the Metropolitan Transportation Plan (MTP) and 23 CFR 450.326(e-n), for the Transportation Improvement Program (TIP). Separate financial plans demonstrate how the adopted MTP, and TIP can be implemented.

The financial requirements related to the MTP include the following, at a minimum:

- Revenue estimates are cooperatively developed by the State, the MPO, and public transportation operators.
- Revenue estimates include public and private sources that are committed, available, or reasonably expected to be available within the timeframe anticipated for implementation of the project.
- Revenue estimates may include recommendations for new funding sources, which should be supported by identified strategies for securing their availability.
- System-level estimates of operation and maintenance costs for Federally-supported facilities and services are taken into account to determine resources remaining available for capital expenditure.
- Cost and revenue estimates incorporate inflation rates reflecting year of expenditure (YOE) dollars.
- The quality of cost estimates is important in the MTP (and TIP). Cost estimates should be reviewed and the process and methods (and any assumptions) for determining costs should be documented.
- Cost estimates in the MTP should be reviewed and periodically updated, at least as frequently as each MTP update.

The financial requirements related to the TIP include the following, at a minimum:



- Demonstrate and maintain financial constraint by year.
- Identify projects to be funded with current and available revenues.
- Identify estimated total project cost, which may extend beyond the four years of the TIP.
- System-level estimates of operation and maintenance costs for Federally supported facilities and services are taken into account when estimating resources remaining available for capital expenditure.
- Cost and revenue estimates incorporate inflation rates to reflect YOY dollars.
- The quality of cost estimates is important in the TIP (and MTP). Cost estimates should be reviewed and the process and methods (and any assumptions) for determining costs should be documented.
- Cost estimates in the TIP should be reviewed and periodically updated, at least as frequently as each TIP update.

Only projects or phases of projects if full funding can reasonably be expected to be available for the project within the time period anticipated for completion of the project.

4.3.2 Current Status

The financial projections for highway funds that the MPO uses as the basis of its financial plan are provided by MassDOT, annually for the TIP and every four years for the MTP, known locally as the long range transportation plan (LRTP). MassDOT develops projected apportionments using historic apportionment and obligation data and then determines what portion of those funds will be distributed and split, by formula, to the regional planning agencies in the state. These funds are commonly referred to in Massachusetts as MPO “target funds” and the formula is commonly referred to as the “MARPA formula,” named for the Massachusetts Association of Regional Planning Agencies (MARPA). The information is developed and reviewed at an annual MassDOT-MARPA meeting in January of each year, and the financial forecasts in each MPOs’ LRTPs are to be consistent with final regional targets for all MPOs. The MPO works with BAT to develop forecasts for transit funds. At the time of review, the MPO was drafting their next LRTP, *Vision 2050 Old Colony Long-Range Transportation Plan*, and the financial section could not be explicitly reviewed. However, it was noted that although the transportation needs in the region are greater than the anticipated funding, the planned projects would not exceed the estimated funding. It was also noted that the 2050 LRTPs would assume a 2.2% growth rate per year for revenues beginning in the last year of the current TIP.

The MPO’s FY 2024-2028 TIP integrates the financial plan, as required per 23 CFR 450.326, into the TIP document itself. The TIP describes the highway and transit investments over five years, provides details of how funding is allocated to each programmed project, and explains the discretion given to the MPO over programming regional FHWA target funds. In the FY 2024-2028 TIP, the MPO chose to fund 15 projects in 9 of its 17 communities with its target funds. Table 11 in the FY 2024-2028 TIP shows that in 2024, OCMPO anticipates receiving \$18,058,350



of total funds for federal-aid highway projects and has programmed \$15,948,681. Comparatively, on the transit side, OCMPO anticipates receiving \$9,080,000 in federal transit funding and has programmed up to that amount, leaving \$0 unprogrammed. Both the federal highway and federal transit funding is fiscally constrained in the TIP. As noted in Chapter 3, “Project costs programmed in the TIP are expressed in Year of Expenditure dollars” and “the cost inflation factor utilized is increased 4% annually.” Discussion at the on-site revealed that the four percent inflation factor may not be sufficient for TIP costs, as the cost of projects has been recently shown to increase substantially. OCMPO staff mentioned that the MPO may consider revisiting the four percent inflation factor in the future.

4.3.3 Findings

The transportation planning process in the Old Colony Region is consistent with the federal requirements for this topic area.

4.4 Transportation Improvement Program & Project Selection

4.4.1 Regulatory Basis

23 U.S.C. 134(c),(h) & (j) set forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP). Under 23 CFR 450.326, the TIP must meet the following requirements:

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- List project description, cost, funding source, and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted MTP.
- Must be fiscally constrained.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

4.4.2 Current Status

OCMPO prepares a new TIP every year. The latest TIP was endorsed in June 2023 and covers programming in the OCMPO planning area for five years, from FY 2024-2028. Table 11 in the TIP shows OCMPO is anticipated to receive \$184,584,337 in FHWA funding and \$25,400,000 in FTA funding over five years from FY 2024-2028. Of the \$184,584,337 in FHWA funding



anticipated, the MPO has programmed \$173,232,732 or approximately 94% through 2028. The MPO has programmed 100% of its FTA funding.

The MPO uses Transportation Evaluation Criteria (TEC) to score and evaluate projects and assist decisionmakers in the programming of projects. During the on-site review, it was mentioned that the OCMPO's TEC have not been reviewed in quite some time. The FY 2024-2028 TIP notes that OCMPO began utilizing TEC in 2004, so likely the TEC have not been updated in almost two decades. Reviewing, and updating, when necessary, the TEC to ensure they are reflective of the region's current goals and priorities should be done on a regular basis. Appendix H in the FY 2024-2028 TIP includes multiple TEC Forms and indicates that different forms are used for different project types like major highways, roadway maintenance, or bicycle and pedestrian projects. The TEC encompasses multiple criteria categories including: Condition, Mobility, Safety, Community Effects, Land Use and Economic Development, and Environmental Effects, and projects are scored on a scale of +3 to -3. The category scores for a project are combined into an overall score of between +18 and -18, and then converted to a 100-point scale. The projects are then ranked by score and, in combination with project readiness information, this is used to determine which projects should be programmed in the TIP. The FY 2024-2028 TIP included a list of the Universe of Projects ranked by TEC score. Of the top 10 projects with highest TEC scores, 7 were programmed within the current TIP and 3 were not.

4.4.3 Findings

Recommendation: The MPO should revisit and update, as necessary, the TEC as part of their TIP development process.

4.5 Annual Listing of Obligated Projects

4.5.1 Regulatory Basis

23 U.S.C. 134(j)(7) and 23 CFR 450.334 requires that the State, the MPO, and public transportation operators cooperatively develop a listing of projects for which Federal funds under 23 U.S.C. or 49 U.S. C. Chapter 53 have been obligated in the previous year. The listing must include all federally funded projects authorized or revised to increase obligations in the preceding program year and, at a minimum, the following for each project:

- The amount of funds requested in the TIP
- Federal funding obligated during the preceding year
- Federal funding remaining and available for subsequent years



- Sufficient description to identify the project
- Identification of the agencies responsible for carrying out the project
- The listing of projects must be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP within 90 calendar days of the end of the program year.

4.5.2 Current Status

The MPO's annual listing of obligated projects for FY 2023 was released on December 22, 2022 and posted on its website. The document includes both highway and transit projects that represent amounts obligated against amounts programmed for each project from the TIP. OCPC staff meets monthly with BAT and have the opportunity to discuss TIP development, as well as development the Annual Listing of Obligated Projects. OCPC have incorporated resources and information shared by the FHWA and FTA that assists with compiling data for the annual listing. OCPC staff noted, that while the TIP operates on a federal fiscal year, BAT operates on a state fiscal year (July 1 to June 30) and only the transit projects for which federal funds were obligated within the federal fiscal year are included in the Annual Listing of Obligated Projects Report. OCPC utilizes a similar process with MassDOT Rail and Transit to report other obligated transit funding.

4.5.3 Findings

The transportation planning process in the Old Colony Region is consistent with the federal requirements for this topic area.

4.6 Public Outreach and Involvement

4.6.1 Regulatory Basis

Sections 134(i)(5), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49 require an MPO to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316, which requires the MPO to develop and implement a documented PPP that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include: providing adequate and timely notice of opportunities to participate in, or comment on, transportation issues and processes; employing visualization techniques to describe MTPs and TIPs; making public information readily available in



electronically accessible formats; holding public meetings at convenient and accessible locations and times; demonstrating explicit consideration of, and responding to, public input; and periodically reviewing the effectiveness of the procedures and strategies contained in the PPP to ensure a full and open participation process.

4.6.2 Current Status

Among the lessons learned from the virtual public meetings that took place over the last few years was that virtual meetings allowed for more participation opportunities since staff travel time was no longer a constraining factor. Higher participation rates were seen as well, with JTC meetings now having 25-30 people in attendance. The ability to share screens in presentations and get live captioning was also helpful. The OCPC has recorded its various board meetings, including MPO and JTC meetings, and made them available on YouTube. Other technology has also been leveraged recently. For instance, staff have used QR codes for surveys, for example, during their Route 18 corridor study; they got over 300 responses, which was higher than typical. A link was provided to Survey Monkey and available in multiple languages.

During the current LRTP update, the MPO used a combination of approaches for public outreach. The MPO used virtual workshops and had about the same level of participation as in past rounds when workshops were in person. Additional outreach for the LRTP was conducted at the BAT center in-person, and tabling was also done at Bridgewater State University during Earth Day.

Public outreach on projects has occurred through the MassDOT project public outreach process, mostly on virtual public outreach meetings for highway projects, but sometimes includes multimodal aspects. The region has engaged non-profit advocacy groups to assist with public outreach, such as Transit Matters' regional rail study. The MPO has utilized Road Safety Audits to get more public participation on safety related issues.

Based on a recommendation from the last certification review, the MPO created a Measures of Effectiveness Report which tracks the number of meeting attendees, website visits, and social media engagement.

4.6.3 Findings

Commendation: The OCMPO is commended for continually evaluating the effectiveness of its public outreach strategies, trying different approaches, and adjusting strategies to maximize the impact of its efforts. The MPO's work to target community members through direct staff participation in BAT's regional coordinating council (RCC) meetings is noteworthy for successfully reaching and engaging a diverse representation of the region.



Recommendation: The MPO is encouraged to further develop the Measures of Effectiveness report to identify outreach to EJ/Title VI/underserved communities and to identify how the engagement process has affected the implementation of projects.

4.7 Civil Rights (Title VI, EJ, LEP, ADA)

4.7.1 Regulatory Basis

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 *et seq.*). The Americans with Disabilities Act, 49 CFR Part 27, 37 and 38, prohibits discrimination by Title II entities in transportation activities, regardless of whether there is Federal Funding, in its programs, services or activities.

Executive Order #12898 (Environmental Justice (EJ)) directs Federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this Executive Order, the USDOT and FHWA issued orders to establish policies and procedures for addressing EJ in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those “traditionally underserved” by existing transportation systems, such as low-income and/or minority households, be sought out and considered. FTA issued Circular 4703.1 in 2012, which provides guidance to FTA recipients on how to fully engage environmental justice populations in the public transportation decision making process, how to measure impacts and minimize or mitigate these impacts.

Executive Order #13166 (Limited English Proficiency (LEP)) requires agencies to ensure that LEP persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each Federal agency.

4.7.2 Current Status

The Federal Review Team reviewed how the MPO is implementing Title VI and LEP requirements into the planning process. The Federal Review Team assessed the 2022 Title VI



Plan, 2022 LEP Language Access Plan, 2021 Public Participation Plan (PPP), in part, to determine if the MPO is compliant with Title VI federal requirements. Additionally, the most recent LRTP, TIP, and UPWP were reviewed to evaluate the integration of Title VI and Environmental Justice concerns in the planning process.

The Federal Review Team asked a series of questions such as 1) how minorities were represented at the MPO, 2) if there were specific measures to consider vulnerable road users in the TIP evaluation process, 3) if the MPO was tracking the implementation of the Safe Routes to School Program serving environmental justice communities, 4) how equity analysis was used in developing planning activities, within planning studies, and/or project selection in the TIP, and 5) how Old Colony considers ADA in the planning process.

Overall, the Title VI, LEP, and PPP documentation addresses the federal transportation Title VI requirements. The Federal Review Team found that the Title VI Plan contains all required elements, the information is easily accessed by the public on the website, including the policy, Title VI Coordinator contact information, and complaint procedure. The PPP contains specific strategies that target outreach to Title VI populations and traditionally underserved populations, including specific efforts for various planning documents. The MPO describes specific efforts made for LEP in public outreach and translation/interpretation services are documented and provide the implementation of the plan in their Title VI Report.

The Federal Review Team found that OCPC does make an effort to seek out and engage diverse members of the public including those traditionally excluded from the transportation decision-making process. The MPO's outreach efforts include attending community based-organization meetings, surveys, social media and other resources. The MPO is, however, consistently challenged with acquiring and retaining diverse representation on planning boards and transportation planning committees. The MPO does use community-based organizations on an ad-hoc basis or to engage the public on planning activities related to specific projects. OCPC staff has expressed that they are in the process of rebuilding and reconnecting with groups and forming new relationships. It may be helpful for the MPO to regularly update a list of contacts from groups that they've identified in their Title VI Plan Annual Report to represent the interest of the EJ and LEP communities. The MPO could also explore methods to strengthen relationships with Community Based Organizations (CBOs) to serve as representatives from EJ populations.

The Old Colony MPO has successfully demonstrated evidence that it considers the vulnerable road users and potential impacts of projects. The MPO prioritizes investments and utilizes a variety of demographic data analysis tools such as Engage and MAPIT in conjunction with other resources to ensure transportation equity and prevent a disproportionate impact on traditionally underserved communities.



According to the MassDOT/Brockton Safe System Partnership Memorandum “Brockton has 24 of the Top 200 Statewide Intersection Crash Clusters (the most in Massachusetts, aside from Springfield). Brockton has 10 of the Top 5% Statewide pedestrian crash clusters and 4 of the Top 5% Statewide bicycle crash clusters. A high number of Brockton Streets are in the OCPC Region’s Top 5% Fatal/Injury Crash-based network, and in MassDOT’s statewide primary risk sites for pedestrian, bicycle, and speeding/aggressive driving crashes.” MassDOT, in partnership with the City of Brockton and OCPC, is developing a Safety Action Plan through the State’s Safe System Approach that will address areas of high crash and fatality rates for all road users including pedestrians and bicyclists. The resulting Action Plan for Brockton will align with the Old Colony SS4A Regional Action Plan that is currently under development.

The Safe Routes to School (SRTS) Program as administered by MassDOT is designed to support safe and healthy opportunities for children in all communities regardless of ability, socio-economic status, and race. MassDOT utilizes a SRTS database in conjunction with a mapping tool entitled “Engage” to track whether schools are in EJ communities. Old Colony also utilizes the SRTS database to track the needs of its respective communities. In fact, the MPO included a list of their SRTS Partner Schools in its 2021 Active Transportation Study. The listing *does not* include mapping for schools in EJ Communities, however, OCPC has committed to preparing such mapping in the future.

OCMPO includes an extensive section in their TIP on how EJ populations and communities are included and considered in the TIP development process. The equity analysis compares the percentages and investment amount within and outside of EJ communities and the geographic distribution of projects to ensure that distribution of federal transportation investment is being programmed and implemented in Environmental Justice communities in the metropolitan planning area. It is notable how the MPO carries out the TIP prioritization and transportation evaluation process to align with their policies and procedures and includes criteria to consider the benefits and burdens to low-income areas that is used to rank and select projects. To further expand their capacity to conduct equity analysis OCPC staff are developing a module in their travel demand model to conduct such analysis on the program and project level. OCPC staff is encouraged to review and consider resources on equity analysis such as the [USDOT Equitable Transportation Community \(ETC\) Explorer tool](#), [FHWA’s Screening Tool for Equity Analysis of Projects \(STEAP\)](#), EPA’s [Environmental Justice Screening and Mapping Tool](#), [FHWA Office of Planning and Equity Tool](#) which may be helpful to further the assessment of measures such as Transportation Insecurity, Environmental Burdens, Social Vulnerability, Health Vulnerability, and Climate and Disaster Risk Burdens.

The Federal Review Team recognizes OCMPO’s efforts to comply with the ADA and on coordinating and supporting the local jurisdictions in the development and implementation of



their ADA Self-Evaluations and Transition Plans. This includes their coordinated review of local jurisdictions and subsequent referrals of local jurisdictions to the Massachusetts Office on Disability for grants to develop ADA Transition Plans, integration of ADA into all studies, the regional Pedestrian and Bicycle Plan's focus on accessibility, support of MPO and JTC members with disabilities to fully participate in meetings, and support of MassDOT's ADA Curb Ramp Assessment.

OCMPO considers people with disabilities, Limited English Proficiency, and others in security/resiliency planning by undertaking and implementing an inclusive process in a variety of planning projects. The activities include but are not limited to the 2050 Long Range Transportation Plan, local hazard mitigation, Municipal Vulnerability Plans (MVP) grant and the 2006 Disaster Preparedness Planning Data (DPPD). The goal of the DPPD was to develop a tool for use by first responder agencies and regional coordinators that will allow them to easily identify and assist vulnerable segments of the population in the event of an emergency or need to evacuate.

4.7.3 Findings

Recommendation: The MPO should 1) consider regularly updating a list of contacts from groups that they have identified in the Title VI Plan Annual Report to represent the interests of the EJ and LEP communities, 2) explore methods to strengthen relationships with Community Based Organizations (CBOs) to serve as representatives from EJ populations, 3) consider opportunities to include members in the Policy Board, JTC, and other task groups/subcommittees that are reflective of the demographics of the Region.

4.8 Complete Streets Planning

4.8.1 Regulatory Basis

A complete street is safe, and feels safe, for everyone using the street. 49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Complete Streets offer an equitable, comfortable, connected, and safe transportation network that serves pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. Federal regulations in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.



23 U.S.C. 217(g) states that bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each MPO under 23 U.S.C. 134. Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities.

23 CFR 450.306 sets forth the requirement that the scope of the metropolitan planning process will increase the safety for motorized and non-motorized users; increase the security of the transportation system for motorized and non-motorized users; and protect and enhance the environment, promote energy conservation, and improve the quality of life.

23 U.S.C. 167 sets the policy to improve the condition and performance of the national freight network and achieve goals related to economic competitiveness and efficiency; congestion; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability, while reducing environmental impacts. In addition, 23 U.S.C. 134 and 23 CFR 450.306 specifically identify the need to address freight movement as part of the metropolitan transportation planning process.

Additional requirements of MPOs to integrate freight planning into the MPOs' transportation planning process include:

- As part of the MPO public participation planning requirements under 23 U.S.C. Section 134 and 23 CFR 450.316, consultation requirements include freight shippers as interested parties that should be provided a reasonable opportunity to comment on MTPs and TIPs.
- 23 CFR 490.613 implements the requirements of 23 U.S.C. 150(c)(6) to establish performance measures for State Departments of Transportation (State DOTs) and the MPOs to use to assess the national freight movement on the Interstate System.
- 23 CFR 450.316(d)(4)(vi) states that an MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, including as appropriate (metropolitan) portions of the State Freight Plan.

4.8.2 Current Status

Complete Streets Summary: The Old Colony MPO (OCMPO) member communities all participate in MassDOT's Complete Streets Program, except for the municipality of Plympton. A couple examples of Complete Streets project in the region include the Route 106/ Route 27/



Evergreen Street Intersection Pedestrian Accommodations project in Kingston, MA and the Pedestrian and Traffic Improvements at the Park Avenue and Essex Street Intersection project in Whitman, MA. These projects will promote pedestrian safety and improve access for all as well as meet current ADA standards. The MPO continues to work with the communities to put together complete street proposals for the MassDOT program and anticipates meeting with those communities that have yet to initiate complete street policies.

Transit Planning: The OCMPO region is served by two fixed-route transit providers, Brockton Area Transit (BAT) and the Greater Attleboro-Taunton Regional Transit Authority (GATRA). The MPO continues to have a close working relationship with BAT, the primary service provider. The two entities participate in monthly planning meetings to collaborate and discuss transit activities, plans and projects. Additionally, BAT contracts many of their transit planning activities with the MPO and BAT's administrator continues to serve as vice-chair for the MPO policy board. Additionally, the Massachusetts Bay Transportation Authority (MBTA) runs a few bus routes that include parts of the OCMPO region as well as commuter rail lines which serve parts of the region. Due to the size and scope of the MBTA, whose service area includes eight different MPOs, OCPC staff noted that planning coordination with the MBTA can be more challenging and it can be difficult to build connections within the planning process.

The Old Colony Coordinated Public Transit Human Services Transportation Plan update is currently in development and is anticipated to be adopted by the Fall of 2023. BAT, GATRA, the South Shore Community Action Council (SSCAC), Area Agency on Aging, and local Councils on Aging are participating in the update and have been involved to document any significant updates since the last Plan. One item included in the update that the MPO highlighted during the site visit was the integration of microtransit services to support human services transportation.

Non-motorized Planning: The MPO published *an Active Transportation Study* in 2021 that identifies pedestrian and bicycle improvements in the Old Colony region. The study provides an analysis of networks that would support intermodal connectivity and safety improvements, including transit. The study supports the advancement of community projects with the MassDOT Highway Division to pursue statewide funding opportunities. Presently, there are no bikeshare or micromobility-share options in the region. The MPO has contacted some bikeshare vendors and large-scale housing developments have shown interest in micromobility options.

Safety Planning: The MPO continues to lead a strong safety program throughout its transportation planning process. Crash and safety studies, including formal Road Safety Audits (RSAs), are commonly part of their local technical assistance program or larger corridor studies that target high crash locations that develop short-term and/or long-term recommendations to mitigate safety concerns across the region. The UPWP details this overarching Safety



Management System that incorporates safe system approach strategies to work toward the performance target of zero fatalities. There is evidence of strong coordination between local communities and MassDOT when it comes to data sharing, planning, and project development.

In 2022, OCMPO published its *High Priority Corridor Study Screening Assessment*, which lays out a thoughtful and robust methodology for identifying and prioritizing highway corridors across the region for future corridor study locations and TIP investments. This assessment not only includes safety, but brings together data on congestion, transit, equity, asset condition, and non-motorized service that is very inclusive, data-driven, and will align with the LRTP development cycle that will be updated every four years. Results are mapped for each municipality and is used as a visual aid to work with each community to communicate findings and verify results.

Further, OCPC was awarded a FY 2022 Safe Streets and Roads for All (SS4A) grant to develop a safety action plan for the region that will help member communities apply for future implementation grant opportunities. The City of Brockton is seeking to apply for a SS4A planning and demonstration grant and has been in coordination with both OCPC and MassDOT to align complementary efforts.

Freight Planning: The OCMPO makes efforts to identify and integrate freight needs throughout its transportation planning and investment decisions. This is clearly seen through the publication of its *2022 Freight Planning and Action Plan*, which builds upon earlier regional analyses and studies as well as MassDOT's Statewide Freight Plan from 2018. This 2022 document compiles previous studies and findings, as well as updated reliability and crash data, freight facilities and truck parking locations, and an assessment of truck constraints (e.g., turning radii, low clearance structures) across the region that impact safe and reliable freight operations, including conflicts with other road users. OCPC works with MassDOT to include such things as safe turning radii into complete streets projects. While this is a great step, there are no projects programmed in the region using national highway freight funds that address the large list of identified needs for which would be good recipients of Federal aid. There seems to be a need for greater partnership between MassDOT, OCPC, and private freight operators to program freight projects.

4.8.3 Findings

Commendation: The Federal Review Team commends the MPO for developing a comprehensive *High Priority Corridor Study Screening Assessment* for the region that is well defined, data-driven, and brings together complete streets, operations, asset management, resilience, and equity. The assessment includes maps and reports for each municipality that the MPO uses as a tool to engage with community partners to discuss needs and verify findings.



Recommendation: The MPO is able to illustrate freight facilities, operations, and needs across region, but does not have freight-focused projects on the TIP that would be eligible for NHFP. The MPO should coordinate with MassDOT and freight stakeholders to program projects that would address the region’s identified freight needs.

4.9 Congestion Management Process

4.9.1 Regulatory Basis

23 U.S.C. 134(k)(3) and 23 CFR 450.322 set forth requirements for the congestion management process (CMP) in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone must also provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

23 CFR 450.324(f)(5) requires the MTP include Management and Operations (M&O) of the transportation network as an integrated, multimodal approach to optimize the performance of the existing transportation infrastructure. Effective M&O strategies include measurable regional operations goals and objectives and specific performance measures to optimize system performance.

4.9.2 Current Status

The MPO continues to integrate a multimodal congestion management process (CMP) into its planning and programming decisions that is referenced in the UPWP, TIP, MTP and other planning documents. The most recent standalone CMP report was published in 2020 and provides a description of its CMP that follows the eight-step framework in the FHWA CMP Guidebook. The MPO's assessment, analysis, recommended strategies, and effectiveness evaluation is well documented. Congested transportation facilities are listed and linked to specific congestion management strategies that should be applied to improve performance. Newly acquired data sets, like the Regional Integrated Transportation Information System (RITIS), are helping the MPO analyze non-recurring congestion across the region and better target investments to mitigate the impact of these situations. MPO staff reported that they continue to explore new data capabilities to further its understanding and management of non-recurring congestion in the region.

4.9.3 Findings



The transportation planning process in the Old Colony region is consistent with the federal requirements for this topic area.

4.10 Environmental Mitigation & Resiliency

4.10.1 Regulatory Basis

23 U.S.C. 134(i)(2)(D) 23 CFR 450.324(f)(10) requires environmental mitigation be set forth in connection with the MTP. The MTP is required to include a discussion of types of potential environmental mitigation activities for the transportation improvements and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.

4.10.2 Current Status

At the time of review, the MPO's endorsed LRTP was from 2019 and an updated LRTP was in the process of being drafted and finalized. The Federal Review Team obtained a draft chapter of the updated LRTP's regional goals and objectives. The draft LRTP's mission statement included verbiage that the region strives to ensure a transportation system that provides for safe, accessible, and efficient movement of people and goods while protecting the region's environment. To support the mission statement, the LRTP included nine goals, among which two were related to environment: Clean Environment and Resiliency. Multiple objectives supported each goal and included things like reducing greenhouse gas emissions by all transportation modes, monitoring utilization and congestion levels at commuter rail and park and ride facilities, and protecting and strengthening transportation systems vulnerable to climate change. Similarly, the FY 2024-2028 TIP highlighted the region's transportation evaluation criteria and it was good to see that Environment and Air Quality/Climate Effects are included as part of the criteria upon which projects are scored and selected.

It was noted during the review that outreach and information on the updated LRTP is distributed to the public through reports and editorial board briefings, press releases, media packages, electronic mailings, public outreach events, and via the OCPC website. OCPC staff mentioned that with each LRTP development cycle, they coordinate with environmental agencies including the Massachusetts Department of Environmental Protection, the Massachusetts Department of Conservation and Recreation, and the United States Environmental Protection Agency. Advocacy groups such as the Conservation Law Foundation, as well as local advocates such as the Jones River Watershed Association are also regularly consulted throughout the LRTP development process.



4.10.3 Findings

The transportation planning process in the Old Colony region is consistent with the federal requirements for this topic area.

4.11 Performance Based Planning and Programming

4.11.1 Regulatory Basis

23 U.S.C. 150(b) identifies the following national goals for the focus of the Federal-aid highway program: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Delivery Delays. Under 23 U.S.C. 134(h)(2), the metropolitan planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals, including the establishment of performance targets.

23 CFR 450.306(d) states that each MPO shall establish performance targets to support the national goals and track progress towards the attainment of critical outcomes. Each MPO shall coordinate with the relevant State to ensure consistency, to the maximum extent practicable, and establish performance targets not later than 180 days after the State or provider of public transportation establishes its performance targets. The selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d). Additionally, each MPO shall integrate the goals, objectives, performance measures, and targets from other performance-based plans and programs integrated into the metropolitan transportation planning process.

23 CFR 450.314(h) states that the MPO, the State, and the public transportation operator shall jointly develop specific written provisions for Performance Based Planning and Programming (PBPP), which can either be documented as part of the metropolitan planning agreements or in some other means.

23 CFR 450.324(f) states that MTPs shall include descriptions of the performance measures and performance targets used in assessing the performance of the transportation system, a system performance report evaluating the condition and performance of the transportation system with respect to the performance targets, and progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports.



23 CFR 450.326(d) states that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the programmed investments with respect to the performance targets established in the MTP, the anticipated future performance target achievement of the programmed investments, and a written narrative linking investment priorities to those performance targets and how the other PBPP documents are being implemented to develop the program of projects.

23 CFR 450.340 states that MPOs have two years from the effective dates of the planning and performance measures rule to comply with the requirements.

4.11.2 Current Status

OCMPO continues to follow a PBPP process. Since the previous certification review a new MTP had not yet been published, which would include the required system performance report that documents progress at meeting established targets. However, the TIP and other MPO documents that have been published recently do include this data. The MPO continues to support statewide performance targets for all federally required measure areas, in line with all Massachusetts MPOs. It also has elected to set region-specific objectives and targets across other measure areas beyond the Federal requirements. While this is a great practice, these region-specific goals and measures have shifted over time, and are inconsistently documented between documents, which makes it difficult to assess progress. The MPO shared that performance measures feed directly into project selection, but it is not transparent how performance measures are included in the MPO's project evaluation criteria used in the MTP and TIP. The MPO depends on MassDOT and BAT for tracking performance on Federal measures.

OCMPO coordinates with BAT to adopt targets for the federal transit performance measures. The two agencies coordinate regularly at the staff level as well as through participation in each other's governing boards, including both the MPO and the JTC as well as BAT's advisory board. BAT updates its targets for transit asset management (TAM) and the safety performance measures under the public transportation agency safety plan (PTASP) and communicates these at its own meeting as well as in updates to the MPO. Typically, the MPO's practice is to adopt BAT's new targets as its own at that time; however, it appears that there are sometimes lapses in completing that process and incorporating the most recent targets into the planning process and documents. The newly adopted FY 2024-2028 TIP included 2020 PTASP targets for the MPO, although BAT had updated its safety plan and targets most recently at the beginning of 2023. While the MPO is not required to update its own targets every time the transit operator updates their targets, OCMPO has expressed its intention to do so. The delay in this case suggests that the latest safety data and coordination that went into BAT's target setting may not be effectively incorporated into the MPO's own planning and decision-making processes.



4.11.3 Findings

Recommendation: The MPO should identify methods to ensure it is meeting its intent to update its regional transit asset management and safety targets once BAT adopts new targets, and the MPO should work to incorporate the data that is used for setting those targets into its own planning processes.

Recommendation: The Federal Review Team credits the MPO for setting objectives and measures for region-specific goal areas outside for Federal requirements, but the MPO should strive to document consistent performance metrics across its various planning documents and from year-to-year to better assess its progress to meeting identified needs and goals in the region.



Appendix A – On-Site Hybrid Meeting Attendance



Welcome to the July 11, 2023
Old Colony MPO Certification Review

Please sign in

Joshua Barber (FHWA)	Chris Timmel, FHWA
Tisa Hooper (FHWA)	Derek Krewat, MassDOT
Cassie Ostrander FHWA	Rob May, Brackton
Leah Sirmm FTA	Paul Umamo, Brackton
Raïssah Kouame MassDOT	Lisa Estrela-Pedro-SRPEDP
Maria Hayford FHWA	
Brandon Burns FTA	Jay Song, OCPC
Eric Papetti FTA	Ron Sullivan, OCPC
Mike Lambert / Glenn Geiler BAT	
Charles Kilmer, OCPC	Joanne Zygmunt, OCPC
Bill McNulty, OCPC	Nate Ryan, OCPC
Kyle Mowatt, OCPC	Laurie Muncy, OCPC
Mary Waldron, OCPC	Megan Fournier, OCPC
Ray Guarino, OCPC	Elise Prince, OCPC
Guogiang Li, OCPC	Alyssa Papanatakis, OCPC

Babatunde Tugbobo, FTA

Sarah Sun, FHWA



Appendix B – On-Site Meeting Agenda

Old Colony Metropolitan Planning Organization Transportation Planning Certification Review

Old Colony Planning Council, 70 School Street, Brockton, MA
 July 11, 2023

Agenda

Join Zoom Meeting: <https://zoom.us/join>

Meeting ID: 815 4001 0296

Password: 688131

Call-in Number: + 1 267 831 0333; Password: 688131

Tuesday, July 11, 2023 | 9:00 – 4:15

9:00	9:15	Welcome and Introductions
9:15	9:45	MPO Showcase <ul style="list-style-type: none"> • Activities/Accomplishments
9:45	10:15	MPO Organization and Governance
10:15	10:25	<i>Break</i>
10:25	10:55	Travel Demand Forecasting & Data Analytics
10:55	11:25	TIP Development and Project Selection <ul style="list-style-type: none"> • Project readiness / project replacement process • TIP Evaluation Criteria
11:25	11:40	Financial Planning (MTP & TIP)
11:40	12:40	<i>Lunch</i>
12:40	1:10	Public Outreach <ul style="list-style-type: none"> • Public Engagement Plan
1:10	1:55	Civil Rights <ul style="list-style-type: none"> • Title VI Plan • EJ, Equity in all policies • ADA • LEP
1:55	2:05	<i>Break</i>
2:05	2:20	Performance Based Planning and Programming
2:20	3:20	Complete Streets <ul style="list-style-type: none"> • Bike & Ped • Safety • Transit • Freight
3:20	3:35	Congestion Management Process



3:35	4:00	Open Discussion <ul style="list-style-type: none">• BIL Discretionary Grants
4:00	4:15	Wrap up



Appendix C – Notification Letter



**U.S. Department
of Transportation**

Federal Highway Administration
MA Division
55 Broadway, 10th Floor
Cambridge, MA 02142-1093
617-494-3657
617-494-3355 (fax)

Federal Transit Administration
Region I
55 Broadway, Suite 920
Cambridge, MA 02142-1093
617-494-2055
617-494-2865 (fax)

April 5, 2023

David Mohler
Executive Director
Office of Transportation Planning
Massachusetts Department of Transportation (MassDOT)
10 Park Plaza, Suite 4150
Boston, MA 02116

Subject: Old Colony Metropolitan Planning Organization Federal Certification Review

Dear Mr. Mohler:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) will be conducting a certification review of the transportation planning process for the Boston, MA-NH urbanized area, as conducted by the Old Colony Metropolitan Planning Organization (MPO), during July 2023. This timeframe has been confirmed with MassDOT, Old Colony Planning Commission (OCPC), and Brockton Area Transit (BAT) staff and the meeting will be held with a hybrid approach to facilitate both in-person and virtual participation as needed. The review will look at the cooperative planning process as conducted by the planning partners at the State, MPO, and public transportation operator in the area. All participants in the planning process are welcome to attend the review.

The Infrastructure Investment and Jobs Act (IIJA) continues the requirement for certification of the transportation planning process in urbanized areas with populations exceeding 200,000 once every four years. Certification reviews are conducted with the objective of evaluating the transportation planning process. Our approach is to provide an open forum for the exchange of information and ideas that will serve to identify effective practices, as well as opportunities for improvement. The review will rely extensively on knowledge gained throughout routine contact with the planning process, as well as the scheduled certification review meeting.

As part of the certification review process, FHWA and FTA will collect input from members of the public and stakeholders concerning their views on the transportation planning process being conducted in the metropolitan area.

If you have any questions, please contact Andrew Reovan, FHWA Community Planner, at (617) 494-2419 or Leah Sirmin, FTA Community Planner, at (617) 494-2459.



Sincerely,

JOI BUCKNER
SINGH

Digitally signed by JOI
BUCKNER SINGH
Date: 2023.04.07
08:21:54 -04'00'

Joi Singh
Division Administrator
Federal Highway Administration

MICHELLE A
MUHLANGER

Digitally signed by
MICHELLE A MUHLANGER
Date: 2023.04.05 16:30:46
-04'00'

Peter Butler
Regional Administrator
Federal Transit Administration

cc: Derek Krevat, Manager of MPO Activities, MassDOT
Raissah Kouame, MPO Liaison, MassDOT
Derek Shooster, Regional Planning Coordinator, MassDOT
Charles Kilmer, Deputy Director and Transportation Program Manager, OCPC
Mary Waldron, Executive Director, OCPC
Michael Lambert, Administrator, BAT



Appendix D – Public Meeting Notice



U.S. Department
of Transportation

Federal Highway Administration
 MA Division
 55 Broadway, 10th Floor
 Cambridge, MA 02142-1093
 617-494-3657
 617-494-3355 (fax)

Federal Transit Administration
 Region I
 55 Broadway, Suite 920
 Cambridge, MA 02142-1093
 617-494-2055
 617-494-2865 (fax)

Public Involvement Session Notice

Time: 10:00 AM – 11:00 AM

Date: Tuesday, July 18, 2023

Location: This meeting will be held virtually through Zoom:
<https://zoom.us/join>
 Meeting ID: 828 6889 7278
 Password: 370367

You can also dial in using your phone:
 Dial by your phone: +1 646 518 9805
 Meeting ID: 828 6889 7278 | Password: 370367

Come share your views about the transportation planning process
in the Old Colony region!

Every four years, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required to review the metropolitan transportation planning process conducted by the Old Colony Metropolitan Planning Organization (OCMPO), Massachusetts Department of Transportation, Brockton Area Transit Authority (BAT), and their local municipal partners in order to certify that they are carrying out the process in accordance with all applicable Federal requirements.

As part of this review, the Federal agencies would like to hear from members of the public on their views of how the metropolitan transportation planning process is conducted in the region.

Please attend the virtual public meeting conducted by FHWA and FTA, to be held during the regularly scheduled Old Colony MPO meeting. If you are unable to attend, you may also submit your comments or observations in writing by July 28, 2023 to:

FHWA: Cassandra Ostrander, Program Development Team Leader
 55 Broadway, 10th Floor; Cambridge, MA 02142
 Email: cassandra.ostrander@dot.gov

FTA: Leah Sirmin, Community Planner
 55 Broadway, Suite 920; Cambridge, MA 02142
 Email: leah.sirmin@dot.gov

The Old Colony MPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The Old Colony MPO operates without regard to race, color, or national origin (including limited English proficiency), age, sex, disability, ancestry, ethnicity, gender, gender identity or expression, sexual orientation, religion, creed, veteran's status, or background. Any person who believes that



they or any specific class of persons to be subject to discrimination prohibited by Title VI may by themselves or by representative file a written complaint with the Old Colony MPO. Complaints are to be filed no later than 300 days from the date of the alleged discrimination. Please contact Mary Waldron at 508-583-1833 for more information.

This meeting is accessible to people with disabilities and those with limited English proficiency. Accessibility accommodations and language services will be provided free of charge, upon request, as available. For more information or to request reasonable accommodation and/or language services please, contact Mary Waldron at 508-583-1833.

- If this information is needed in another language, please contact Mary Waldron at 508-583-1833.*
- Se esta informação é necessária em outro idioma, entre em contato com Mary Waldron em 508-583-1833.*
- Si se necesita esta información en otro idioma, por favor póngase en contacto con Mary Waldron al 508-583-1833.*
- Si yo bezwen enfòmasyon sa a nan yon lòt lang, tanpri kontakte Mary Waldron nan 508-583-1833.*



Appendix E – Public Meeting Certification Review Handout

2023 Federal Certification Review

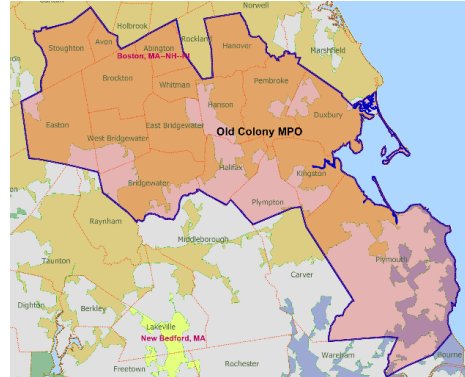
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Old Colony Metropolitan Planning Organization

for the

Boston, MA-NH

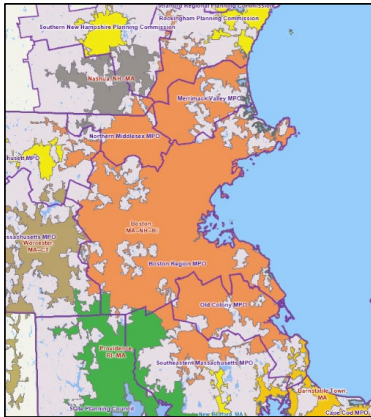
Transportation Management Area



Overview

At least once every four years, the U.S. Department of Transportation (DOT) must certify that a Metropolitan Planning Organization (MPO) serving a Transportation Management Area (TMA) – an urbanized area with a population over 200,000 – is carrying out the metropolitan transportation planning process in adherence with federal requirements under 23 U.S.C. 134 and 49 U.S.C. 5303. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly conduct this review, make a certification determination, and produce a report that may include compliance issues (corrective actions), areas for improvement (recommendations), and/or notable practices (commendations). Based on these findings, the MPO will either be “certified,” “certified with conditions or restrictions,” or “not certified”.

Boston, MA-NH TMA



Served by:

- Boston Region MPO
- Central Massachusetts MPO
- Merrimack Valley MPO
- Montachusett MPO
- Northern Middlesex MPO
- **Old Colony MPO**
- Southeastern Massachusetts MPO
- Rockingham Planning Commission (NH)



Elected Officials

Metropolitan Transportation Planning Process

A **continuous**, **cooperative**, and **comprehensive** (3-C) process that informs transportation decisions, including how projects are selected and prioritized for implementation within a region.

With limited funds, this is critical for prioritizing regional needs and identifying projects that best meet performance goals and objectives while providing public benefit. The process assists in developing a framework for the future transportation system.

3-C Planning Process

Continuous – Regularly addressing short-term needs and long-term regional goals

Cooperative – Involving all interested parties through a public participation process

Comprehensive – Multimodal in scope and consistent with other regional and statewide planning products and federal planning factors



Four Key MPO Planning Documents

Please note that there are other federal requirements applicable to MPOs, but these are four core planning documents that frame the metropolitan transportation planning process.

Public Participation Plan (PPP)

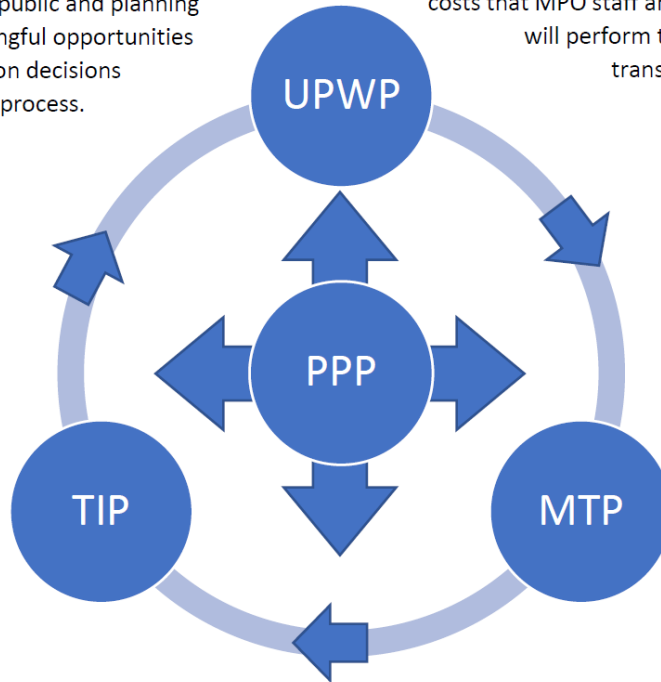
Documents public involvement strategies that provide the general public and planning stakeholders with meaningful opportunities to influence transportation decisions throughout the planning process.

Updated as needed

Unified Planning Work Program (UPWP)

Lists transportation tasks, products, and associated costs that MPO staff and other responsible parties will perform to support the metropolitan transportation planning process.

Updated annually



Transportation Improvement Program (TIP)

Identifies transportation investments, and associated costs, by year for implementation in the region over the next 4 to 5 years. Projects reflect investment priorities from the MTP and activities from the UPWP.

Updated annually

Metropolitan Transportation Plan (MTP)

Also known as a Regional Transportation Plan (RTP)

Establishes regional goals, strategies, projects, and priorities for an integrated intermodal transportation system that reflect current and future demand over at least 20 years.

Updated every four years

How is the Process Going? We Want Your Input!

Written comments can be submitted by July 28, 2023 to:

FHWA: Cassie Ostrander, Program Development Team Leader
cassandra.ostrander@dot.gov or
55 Broadway, 10th Floor; Cambridge, MA 02142

FTA: Leah Sirmin, Community Planner
leah.sirmin@dot.gov or
55 Broadway, Suite 920; Cambridge, MA 02142

Things to Think About...

What are your views on the planning process?

- What are some challenges?
- What are some strengths?

Do you feel you understand how the planning process works and how to get involved?

Do you feel like you have adequate opportunities to participate and be heard?



Appendix F – Public Comments

Public input was sought through distributing notification of the review via the MPO's email lists and posted on the website. Additionally, a public meeting was held as part of the MPO's policy board meeting on July 18, 2023. The review and public meeting were advertised at multiple prior MPO and JTC meetings. Several written comments were received following the meeting as well. Commenters included municipal representatives, local or regional not-for-profits, and other governmental agencies. Comments are summarized below.

- Most commenters noted that OCPC provides excellent staff support including good communication and key technical assistance for the projects in the TIP process. OCPC staff are especially instrumental for communities that do not have planning or engineering staff.
- OCPC's support of road safety audits and other community initiatives was appreciated. The support, partnership, and professionalism of OCPC was also appreciated in connecting with local residents.
- OCPC has been helpful in integrating transit into what is sometimes a very highway-oriented process, and staff are key as the planning arm of BAT.
- A couple of participants expressed that OCMPO is the best MPO they have worked with, within MA and across the country.
- An adjacent MPO commented that OCPC staff coordinate regularly on regional issues that cross their borders such as long-range planning, the Cape Cod Canal bridges, bike connections, and so forth.
- One municipality commented that they would not have been able to receive the recent federal discretionary grants they were selected for without the assistance and data that OCPC was able to provide.



Appendix G – Previous Findings and Disposition

The last certification review for the OCMPO planning area of the Boston, MA-NH UZA was completed in 2019-2020. The joint FHWA/FTA certification letter was issued on February 24, 2020, subject to the resolution of two corrective actions. The 2020 Certification Review findings and their dispositions are summarized below. Please note that dispositions below are reported by OCPC staff; they do not serve as an assessment by the Federal Review Team.

OCMPO 2020 Certification Findings (as of March 2023)

FHWA & FTA Recommendations/ Corrective Action	MPO Response & Proposed Action	Responsibility	Target Date(s)	Status Update as of March 31, 2023)
Financial Planning				
<p>Recommendation: The MPO should ensure there is a clear demonstration of financial constraint for the MTP by factoring in projects commitments against available revenue throughout the life of the plan.</p>	<p>The MPO will ensure that there is a clear demonstration of financial constraint for the 2024 MTP by factoring in projects commitments against available revenue throughout the life of the plan. In preparation for the development of the 2024 MTP, the MPO will review best practices and examples of MTPs that clearly demonstrate financial constraint.</p>	<p>Old Colony Planning Council</p>	<p>January 2023</p>	<p>Underway. The 2050 LRTP is under development and the MPO is in the process of seeking and reviewing best practices and examples of MTPs that clearly demonstrate financial constraint. The MPO will ensure that there is a clear demonstration of financial constraint included in the 2050 MTP.</p>
Annual List of Obligated Projects				



FHWA & FTA Recommendations/ Corrective Action	MPO Response & Proposed Action	Responsibility	Target Date(s)	Status Update as of March 31, 2023)
<p>Recommendation: The MPO should work with its transit partners to ensure they have the necessary information to be able to accurately report on the obligations that have occurred during the appropriate reporting year.</p>	<p>The MPO will work with Brockton Area Transit to acquire the necessary information to be able to accurately report on the obligations that have occurred during the appropriate reporting year.</p>	<p>Brockton Area Transit, Old Colony Planning Council</p>	<p>December 2020</p>	<p>Completed.</p> <p>OCPC worked with BAT and MassDOT Rail and Transit to acquire the information to accurately report on the obligations. The FFY 2022 Annual Obligations Report has been prepared and is posted on the OCPC Website at:</p> <p>https://oldcolonyplanning.org/document/old-colony-ffy-2022-annual-listing-of-obligated-projects/</p>

Metropolitan Transportation Plan

<p>Corrective Action: An MPO MTP requires valid forecasts of future demand for transportation services with model outputs that are used to estimate regional vehicle activity and a factor in selecting transportation investments. In all future updates of the MTP the MPO shall include a full discussion of the modeling results, anticipated future demand, and how implementation of the plan will impact that demand and the transportation system within the region.</p>	<p>To assist with the inclusion and discussion of such modeling results and anticipated future demand, the MPO will coordinate with MassDOT to obtain the detailed results of the most recent Statewide Travel Demand Model to inform current planning efforts. Upon receipt of the detailed results of the most recent Statewide Travel Demand Model, the MPO will prepare a full discussion of the modeling results, anticipated future demand, and how implementation of the plan will impact that demand and the transportation system within the region for inclusion in the 2020-2040 MTP. The MPO will then prepare an amendment to the 2020-2040 MTP to include this information (Target date of June</p>	<p>MassDOT, Old Colony Planning Council</p>	<p>June 2021</p>	<p>Underway.</p> <p>In July 2020, OCPC contacted MassDOT and CTPS to discuss and commence coordination efforts. Additionally, OCPC met virtually with CTPS in July 2020 to further discuss and define the process. The Boston MPO has a modeling task in their FFY 2021 UPWP to provide results of statewide travel model to MPOs.</p> <p>A Southern Boston UZA Coordination Meeting was February 3, 2021. The topic of travel demand models was discussed. The work of the CTPS continues regarding their task of developing and providing results of statewide travel model to MPOs.</p> <p>In February 2021, OCPC consulted with FHWA and MassDOT and it was the determination that the current 2020 MTP would not have to be amended to include a full discussion of the modeling results, anticipated future demand, and how implementation of the plan will impact that demand and the transportation system within the region.</p> <p>In November 2021, OCPC consulted with CTPS staff to obtain</p>
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FHWA & FTA Recommendations/ Corrective Action	MPO Response & Proposed Action	Responsibility	Target Date(s)	Status Update as of March 31, 2023)
	<p>2021.)</p> <p>MassDOT and Old Colony Planning will work collaboratively so that in all future updates of the MTP, the MPO will include a full discussion of the modeling results, anticipated future demand, and how implementation of the plan will impact that demand and the transportation system within the region. (Target date of December 2022 for Draft MTP.)</p>		December 2022	<p>their 2019 travel demand model files. This would assist OCPC with developing its travel demand model. Nevertheless, OCPC continues to develop its own travel demand model.</p> <p>OCPC continues to develop its own travel demand model, is coordinating with MassDOT, so that in all future updates of the MTP include a full discussion of the modeling results, anticipated future demand, and how implementation of the plan will impact that demand and the transportation system within the region. The staff continues to participate in the Socioeconomic Projections Committee Meetings and is awaiting the projections for the 2019–2050 time bands. Combined with this effort, staff continued to review and comment on projections development for population, households, and employment in preparation for the 2050 Long Range Transportation Plan.</p>
<p>Recommendation: In the next MTP update the MPO should expand its scenario planning discussion by providing a more detailed description of each scenario, how the MPO developed the scenarios, and how the MPO determined its preferred scenario. Further, the MPO should include an analysis of the impact the preferred</p>	<p>The MPO will expand its scenario planning discussion by providing a more detailed description of each scenario, how the MPO developed the scenarios, and how the MPO determined its preferred scenario. Additionally, the MPO will include an analysis of the impact the preferred scenario has on the performance of transportation system.</p>	Old Colony Planning Council	December 2022	<p>Staff attended and participated in MPO Long Range Plan Scenario Planning Workshop hosted by MassDOT in May.</p> <p>Staff has prepared a travel demand model summary and will provide FHWA and FTA along with the advance materials.</p> <p>OCPC is awaiting final socio-economic forecasts (population, households, and employment) from the Projections Committee. Once received OCPC will update the TAZs and undertake the calibration process. Following calibration, staff will continue the application process for the LRTP, which is expected to be completed this spring.</p> <p>Travel Demand will be a critical tool for traffic analysis and identifying regional congested locations for the LRTP. The model</p>



FHWA & FTA Recommendations/ Corrective Action	MPO Response & Proposed Action	Responsibility	Target Date(s)	Status Update as of March 31, 2023)
scenario has on the performance of transportation system.				forecasts of future demand for transportation services with model outputs are used to estimate regional vehicle activity and a factor in selecting transportation investments. These modeling results anticipated future demand will inform the conversation informing the future infrastructure need and assist with performance-based planning as it related to PMS - System Performance Measures.
<p>Recommendation: In the next MTP update, the MPO should include specific amendment and administrative modification procedures to guide future MTP updates.</p>	<p>The MPO will include specific amendment and administrative modification procedures to guide future MTP updates. The MPO will amend the 2020-2040 MTP to include this information (Target date of June 2021.)</p>	<p>Old Colony Planning Council</p>	<p>July 2021</p>	<p>Underway.</p> <p>The development of the 2050 LRTP is underway, and the MPO will include specific amendment and administrative modification procedures to guide the LRTP update and included within the actual LRTP document. The specific amendment and administrative modification procedures will be provided with the advance materials to FHWA and FTA for review.</p> <p>It is noted the 2021 Public Participation Plan (PPP) includes the requirement for a 21-Day Public Review and Comment Period for LRTP Amendments.</p>

Congestion Management Process

<p>Recommendation: The MPO should update the CMP on a recurring cycle (i.e., each MTP cycle) to reflect the most up-to-date metropolitan transportation plan, UPWP, and TIP and to inform MPO members, partner agencies, the public, and other stakeholders of the region's</p>	<p>The MPO will update the CMP on a recurring cycle (i.e., each MTP cycle) to reflect the most up-to-date metropolitan transportation plan, UPWP, and TIP and to inform MPO members, partner agencies, the public, and other stakeholders of the region's congestion management problems, needs, and strategies. Additionally, the MPO will review federal guidance and requirements,</p>	<p>Old Colony Planning Council</p>	<p>December 2022</p>	<p>This effort is ongoing.</p> <p>The MPO is evolving the CMP from an Annual Report to a CMP that is prepared and completed on a four-year cycle that concludes six months prior to the endorsement of the metropolitan transportation plan. As part of this process, the MPO reviewed federal guidance and requirements, and obtained examples of CMP best practices.</p> <p>The 2019 CMP Report is posted to the Old Colony Planning Council Website at:</p>
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FHWA & FTA Recommendations/ Corrective Action	MPO Response & Proposed Action	Responsibility	Target Date(s)	Status Update as of March 31, 2023)
congestion management problems, needs, and strategies.	and obtain examples of CMP best practices.			https://oldcolonyplanning.org/wp-content/uploads/2022/09/Old_Colony_CMP_Report_2019.pdf Staff is currently developing the 2023 CMP Report.
<p>Recommendation: The MPO should document and analyze non-recurring congestion related to work zones, special events, crashes, snow management, and other weather events in the next CMP update.</p>	<p>The MPO will work to document and analyze non-recurring congestion related to work zones, special events, crashes, snow management, and other weather events in the next CMP update.</p> <p>The MPO will work with state and regional partners (BAT and MassDOT, etc.) and others (National Weather Service, etc.) to formulize the documentation of non-recurring congestion related to work zones, special events, crashes, snow management, and other weather events.</p>	Brockton Area Transit, MassDOT, Old Colony Planning Council	December 2022	<p>This effort is ongoing.</p> <p>This effort is ongoing and the MPO is working to document and analyze non-recurring congestion related to work zones, special events, crashes, snow management, and other weather events for inclusion in the next CMP update.</p> <p>The MPO is utilizing the Regional Integrated Transportation Information System (RITIS) to assist with the identification and documentation of non-recurring congestion. The MPO is working with BAT to document non-recurring congestion related to crashes. Staff researched data related to documentation of non-recurring congestion related to work zones, and crashes. Staff began review of potential for utilization of StreetLight and will set up demonstration with vendor in July and have then follow up discussion with MassDOT on their experience.</p> <p>Brockton Area Transit is currently in the process of implementing automated passenger counters (APCs) on their fixed route buses. This technology will provide real-time passenger loads for each bus as it travels its fixed roue. This will enable the MPO to screen and develop passenger load information to assess which routes and route segments are congested. OCPC has had discussions with BAT regarding obtaining and then processing and analyzing Automatic Vehicle Location System (AVL) data and Automated Passenger Counter (APC) data.</p>

Performance Based Planning and Programming



FHWA & FTA Recommendations/ Corrective Action	MPO Response & Proposed Action	Responsibility	Target Date(s)	Status Update as of March 31, 2023)
<p>Recommendation: The MPO should use the terminology “system performance report” for the performance management discussion in the next metropolitan transportation plan to clearly demonstrate compliance with 23 CFR 450.324(f)(4) and avoid any potential confusion among partner agencies and stakeholders moving forward.</p>	<p>The MPO will use the terminology “system performance report” for the performance management discussion in the next metropolitan transportation plan to clearly demonstrate compliance with 23 CFR 450.324(f)(4) and avoid any potential confusion among partner agencies and stakeholders moving forward.</p>	<p>Old Colony Planning Council</p>	<p>December 2022</p>	<p>Underway. The development of the 2050 metropolitan transportation plan is underway and the MPO will use the terminology “system performance report” for the performance management in the plan.</p>
<i>Regional Planning Agreements and Coordination</i>				
<p>Corrective Action: MassDOT, in cooperation with the MPOs, public transportation providers, and air quality resource agencies serving the Barnstable UZA, shall establish a written coordination agreement(s) according to the requirements at 23 CFR 450.312(h) and 450.314. Minimally, the resulting agreement shall address</p>	<p>MassDOT, in cooperation with the MPOs, public transportation providers, and air quality resource agencies serving the Barnstable UZA, shall established a written coordination agreement(s) according to the requirements at 23 CFR 450.312(h) and 450.314. Said agreement has been approved and endorsed by the MPOs of the Barnstable Urbanized Area.</p>	<p>MassDOT, in cooperation with the MPOs, public transportation providers, and air quality resource agencies serving the Barnstable UZA.</p>	<p>March 2020</p>	<p>Completed. This was completed in Second Quarter 2020, and the signed agreement has been provided to FHWA and FTA. The Barnstable UZA MOU has been posted to the Old Colony Planning Council Website at: https://oldcolonyplanning.org/document/barnstable_uza_memorandum_of_understanding/</p>



FHWA & FTA Recommendations/ Corrective Action	MPO Response & Proposed Action	Responsibility	Target Date(s)	Status Update as of March 31, 2023)
the division of responsibilities related to the coordination concerns referenced in the regulations.				

Public Outreach and Involvement

<p>Recommendation: The MPO should formally document its public involvement evaluation methodology procedures in its PPP with qualitative and quantitative measures to evaluate and improve its process. Using this methodology, the MPO should regularly produce an evaluation of the effectiveness of its public involvement procedures that assesses the strategies and techniques employed and describe what worked well and what could be improved with recommendations for future efforts.</p>	<p>The MPO will begin to formally document its public involvement evaluation methodology procedures in its PPP with qualitative and quantitative measures to evaluate and improve its process. The number of attendees at JTC and MPO meetings is already quantified and reported via the UPWP Annual Progress Report.</p> <p>The MPO will annually produce an evaluation of the effectiveness of its public involvement procedures that assesses the strategies and techniques employed and describes what worked well and what could be improved with recommendations for future efforts. The first evaluation will be produced for FFY 2020 (Target date of December 2020.)</p>	<p>Old Colony Planning Council</p>	<p>December 2020</p>	<p>Completed.</p> <p>The MPO staff has prepared evaluation methodology procedures with qualitative and quantitative measures to evaluate and improve its process.</p> <p>The MPO continues to develop evaluation methodology procedures with qualitative and quantitative measures to evaluate and improve its process. The measures will be included in an amended PPP.</p> <p>A Measures of Effectiveness Report (MOE) has been prepared and was provided to MassDOT and FHWA in December 2020. The measures will be included in an amended PPP. The schedule for the amended PPP is MPO release to 45-day public review and comment period in mid to late Spring.</p> <p>A Public Participation Plan was prepared and then underwent a 45-day public review and comment period. Included in the plan are the evaluation methodology procedures with qualitative and quantitative measures to evaluate the effectiveness of public involvement procedures. Also included are the virtual public engagement techniques that have been implemented since February 2020.</p>
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FHWA & FTA Recommendations/ Corrective Action	MPO Response & Proposed Action	Responsibility	Target Date(s)	Status Update as of March 31, 2023)
				<p>The public comments and a revised PPP were presented and reviewed by the Old Colony MPO. The Old Colony MPO endorsed the PPP in August 2021.</p> <p>The 2021 Public Participation Plan has been prepared and posted to the Old Colony Planning Council Website at: https://oldcolonyplanning.org/wp-content/uploads/2022/09/Old_Colony_Public_Participation_Plan_2021.pdf</p> <p>The 2023 Measures of Effectiveness (MOE) Report has been prepared and posted to the Old Colony Planning Council Website at: https://oldcolonyplanning.org/document/2023-old-colony-mpo-measures-of-effectiveness-report/</p>

Title VI Civil Rights

<p>Recommendation: While there is no indication or evidence of non-compliance with Title VI requirements, it is recommended the MPO host a brief training/workshop on disparate-impact discrimination for the representatives of the cities and towns that comprise</p>	<p>The MPO, in coordination with MassDOT's Office of Diversity and Civil Rights, will host a training/workshop on disparate-impact discrimination for the representatives of the communities that comprise the region (Target date of December 2020.)</p>	<p>MassDOT, Old Colony Planning Council</p>	<p>December 2020</p>	<p>Completed.</p> <p>Old Colony Planning Council coordinated with the MassDOT Office of Diversity and the MassDOT Office of Transportation on the training/ workshop.</p> <p>As such, the workshop entitled "Understanding Disparate Impact in Old Colony Metropolitan Planning Organization (MPO) Activities and Decision Making" was held on November 5, 2020. Both MassDOT and OCPC provided presentations during the workshop.</p> <p>Old Colony Planning Council, the MassDOT Office of Diversity, and the MassDOT Office of Transportation will continue to</p>
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FHWA & FTA Recommendations/ Corrective Action	MPO Response & Proposed Action	Responsibility	Target Date(s)	Status Update as of March 31, 2023)
<p>the region. The intent is to take a proactive approach to ensure all sub-recipients of federal financial aid are knowledgeable of Title VI requirements which bars intentional discrimination as well as disparate-impact discrimination stemming from a neutral policy or practice that has the effect of a disparate impact on protected groups based on race, color, or national origin. MassDOT which is the direct recipient federal financial aid may serve as the source or conduit for the training.</p>				<p>coordinate and hold an annual training/ workshop on disparate-impact discrimination for the representatives of the communities that comprise the region.</p> <p>Link to 2021 Public Participation Plan: https://oldcolonyplanning.org/wp-content/uploads/2022/09/Old_Colony_Public_Participation_Plan_2021.pdf</p> <p>Both the Annual Title VI Report and the Triennial Title VI Report have been prepared, endorsed by the MPO, and posted to the Old Colony Planning Council Website at: https://oldcolonyplanning.org/document/old-colony-mpo-2022-triennial-title-vi-report/ https://oldcolonyplanning.org/document/final-old-colony-mpo-2022-annual-title-vi-report/</p>
<i>Title VI - Limited English Proficiency</i>				
<p>Recommendation: The MPO should consistently document the frequency and number of people contacted during the community outreach efforts. For example, the estimated number of listeners for radio ads or the number of persons enrolled in the Community</p>	<p>The MPO will consistently document the frequency and number of persons contacted during the community outreach efforts. This will inform the MPO's evaluation of the effectiveness of its public involvement procedures.</p> <p>The MPO will annually produce an evaluation of the effectiveness of its public involvement procedures that assesses the strategies and</p>	<p>Old Colony Planning Council</p>	<p>December 2020</p>	<p>This effort is ongoing.</p> <p>The MPO developed an overall tracking spreadsheet for all public outreach events. Attendance at JTC and MPO meetings is provided dating back to the beginning of FFY 2015.</p> <p>A Public Participation Plan, which included evaluation methodology procedures with qualitative and quantitative measures to evaluate and improve its process, was prepared, and then underwent a 45-day public review and comment period. Included in the plan are the evaluation methodology procedures with qualitative and quantitative measures to</p>



FHWA & FTA Recommendations/ Corrective Action	MPO Response & Proposed Action	Responsibility	Target Date(s)	Status Update as of March 31, 2023)
<p>Partnership for Adult Education English Class. This will further support the MPO's compliance with the second Four-Factor analysis requirement (the frequency with which LEP individuals come in contact with the program).</p>	<p>techniques employed and describes what worked well and what could be improved with recommendations for future efforts. The first evaluation will be produced for FFY 2020 (Target date of December 2020.)</p>			<p>evaluate the effectiveness of public involvement procedures. Also included are the virtual public engagement techniques that have been implemented since February 2020.</p> <p>The public comments and a revised PPP were presented and reviewed by the Old Colony MPO. The Old Colony MPO endorsed the PPP in August 2021.</p> <p>The 2020 Measures of Effectiveness (MOE) Report has been prepared and was provided to MassDOT and FHWA in December 2020.</p> <p>The 2023 Measures of Effectiveness (MOE) Report has been prepared and posted to the Old Colony Planning Council Website at: https://oldcolonyplanning.org/document/2023-old-colony-mpo-measures-of-effectiveness-report/</p> <p>The 2022 LEP-LAP Plan has been prepared and is posted to the Old Colony Planning Council Website at: https://oldcolonyplanning.org/document/2022-ocpc-title-vi-program-lep-lap/</p>



Appendix H – Federal Review Team

Cassandra Ostrander
Federal Highway Administration
55 Broadway, 10th Floor
Cambridge, MA 02142
cassandra.ostrander@dot.gov

Leah Sirmin
Federal Transit Administration
55 Broadway, 9th Floor
Cambridge, MA 02142
leah.sirmin@dot.gov

Joshua Barber
Federal Highway Administration
55 Broadway, 10th Floor
Cambridge, MA 02142
andrew.reovan@dot.gov

Brandon Burns
Federal Transit Administration
55 Broadway, 9th Floor
Cambridge, MA 02142
brandon.burns@dot.gov

Chris Timmel
Federal Highway Administration
55 Broadway, 10th Floor
Cambridge, MA 02142
chris.timmel@dot.gov

Eric Papetti
Federal Transit Administration
55 Broadway, 9th Floor
Cambridge, MA 02142
eric.papetti@dot.gov

Tina Hooper
Federal Highway Administration
55 Broadway, 10th Floor
Cambridge, MA 02142
tina.m.hooper@dot.gov

Maria Hayford
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
maria.hayford@dot.gov

Sarah Sun
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
sarah.sun@dot.gov



Appendix I – List of Acronyms

- 3C:** Continuing, Cooperative, and Comprehensive
- AADT:** Average Annual Daily Traffic
- ADA:** Americans with Disabilities Act
- AQ:** Air Quality
- BAT:** Brockton Area Transit Authority
- BIL:** Bipartisan Infrastructure Law
- CFR:** Code of Federal Regulations
- CMP:** Congestion Management Process
- DOT:** Department of Transportation
- EDC:** Every Day Counts
- EJ:** Environmental Justice
- FAST:** Fixing America’s Surface Transportation Act
- FFY:** Federal Fiscal Year
- FHWA:** Federal Highway Administration
- FTA:** Federal Transit Administration
- HSIP:** Highway Safety Improvement Program
- ISTEA:** Intermodal Surface Transportation Efficiency Act
- LEP:** Limited English Proficiency
- L RTP:** Long Range Transportation Plan (also known as the “Metropolitan Transportation Plan”)
- MassDOT:** Massachusetts Department of Transportation
- MOU:** Memorandum of Understanding
- MPA:** Metropolitan Planning Area
- MPO:** Metropolitan Planning Organization
- MTP:** Metropolitan Transportation Plan (also known as the “Long Range Transportation Plan”)
- NHS:** National Highway System
- OCMPO:** Old Colony Metropolitan Planning Organization
- OCPC:** Old Colony Planning Council
- OTP:** Office of Transportation Planning (MassDOT)
- PBPP:** Performance Based Planning and Programming
- PPP:** Public Participation Plan
- PTASP:** Public Transportation Agency Safety Plan
- SAFETEA-LU:** Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
- STIP:** Statewide Transportation Improvement Program



TAM: Transit Asset Management

TAZ: Traffic Analysis Zones

TEC: Transportation Evaluation Criteria

TIP: Transportation Improvement Program

TMA: Transportation Management Area

TTTR: Truck Travel Time Reliability

UPWP: Unified Planning Work Program

U.S.C.: United States Code

USDOT: United States Department of Transportation

UZA: Urbanized Area

VPI: Virtual Public Involvement



Report prepared by:

*Federal Highway Administration
Massachusetts Division Office
55 Broadway, 10th Floor
Cambridge, MA 02142
617-494-3657*

*Federal Transit Administration
Region 1 Office
55 Broadway, 9th Floor
Cambridge, MA 02142
617-494-2055*

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